SIMPLIFIED LESSONS IN CARE OF AUTOMOBILE

Expert Guerrlich Gives Intimate De-Scription of the Clutch Used on Ford Car.

DIFFERENT IN ITS OPERATION

Instead of Being Next Unit to Engine, as Is Customary, It Is Virtually Built Into the Transmission-Questions and Answers.

AUTO LESSON NO. 93. Copyrighted, 1917, by Frederick G. Guerrlich.)

The Ford Clutch. The clutch of the Ford car is of the disc type, and differs but little from the disc clutches on other cars. This clutch, however, instead of being placed in the flywheel and being the next unit to the engine, as is the usual practice. is placed after the transmission, or, it might be said, to be built into it.

The clutch is shown in figure 1, and more completely in figure 4. All the

marts shown in heavy black are con-nected to the rear wheels, while the drum, N. of figures 1 and 2, is con-nected to a shaft attached to the fly-

Tilke on other clutches the pressure comes from a spring, but in this car, the spring does not act directly on the discs of the clutch, but operates through three levers. These levers press against "fingers" on the clutchpressure plate, shown in figure 3 and ettered F in figure 4, the levers being

The prevsure on the plates is regulated by the screws H. In making adjustments on the clutch pressure, great lated by the screws H. In making adjustments on the clutch pressure, great care must be taken to have the pressure of all three screws exactly the same. If this is not done, when the clutch is let into engagement, there will be a "chattering" and the car will start with a vibration. Perhaps the best way to tighten these screws is to hold the wrench used always in the same position, revolving the clutch in order to do so. You will then be able to feel how much pull is required on the wrench and have this pull equal for all three boits. After making the adjustments, be sure that the boits are wired or locked, so that they cannot unscrew of their own accord.

Like on other cars, the clutch is disengaged by taking the pressure of the spring off it. The mechanism by which Like on other cars, the clutch is disercaged by taking the pressure of the spring off it. The mechanism by which this is done is shown in figure 5. You will observe that this can be accomplished in two ways. First, by the foot pedal shown at the left, the pressing to the left of which will cause the left portion of the lever. U. to be pressed down and so will move the fork. K. the right, thus compressing the spring.

Secondly, by the hand lever, which, by moving the cam. W. will raise the right side portion of the lever. U. and so also move K to the right, thus also compressing the spring.

Drivers of Ford cars very often find

Drivers of Ford cars very often find that, when they start the engine, the car will start even though the hand brake is on full way, and they must fun around and jump into the car and apply the foot brake.

While the shows is often down.

apply the foot brake.

While the above is often due to the low speed drum band binding, it is most often due to a faulty adjustment of the screw, N, of the lever, U.

You will observe that if the screw, N, were to be up too high, that the cam of the hand lever will not cause the fork. It has moved for a ground the fork. It has moved for a ground the fork.

cam of the hand lever will not cause the fork, K, to be moved far enough to the right and so the ciutch will not be entirely disengaged. As the hand brake is not very powerful, the "drag" of the clutch, thus resulting, will cause the car to start the moment the engine is started. It will also make cranking hard.

cranking hard.

If the turn-buddle, Ti he so adjusted that the foot-pentil strikes the floor board, it may result in the clutch slipping, as then the clutch will be held out a little.

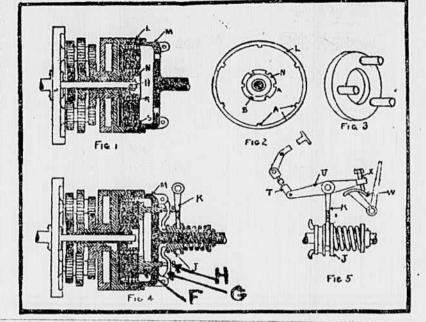
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NAMES OF THE PROPERTY OF THE P

Working of Clutch Explained



drum, N, of figures I and 2, is connected to a shaft attached to the figure of the shaft attached to the figures of the shaft attached to the figure of the shaft attached to the figure of the shaft attached to the figure of the shaft attached to a shaft attached to the shaft attached to a shaft attached to the shaft attached to

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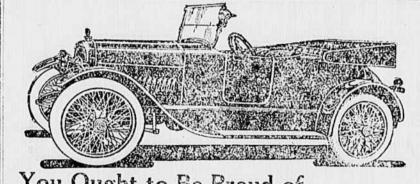
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middle portion of the road, while the right rear gets the rough going on the off side—the sharp edges of the asphalt, the rocks and ruts and is more likely to encounter objects thrown on the side of the road. Then again the rear tire bears the brunt of the stopping, some-

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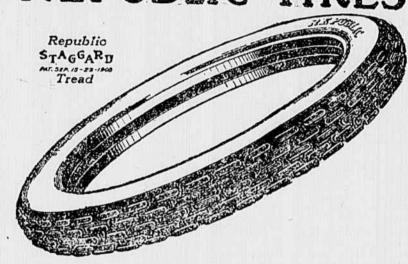
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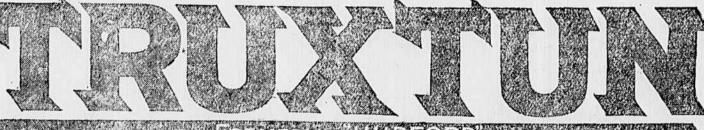
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